Amendments to the Specification

Please amend the identified paragraphs of the specification as follows:

[0011] It is preferable that if a fastening width between the sleeve and the hub at 20°C is defined as δ, and a fitting diameter between the sleeve and the hub is defined as $2R_2$ and a difference between the maximum using temperature and 20°C is defined as ΔT, the following relation expression (1) is satisfied, ~~andif~~ and if a thickness of the sleeve is defined as t_1 and a thickness of the hub is defined as t_2, the following relation expression (2) is satisfied:

[0038] The rotation member 3 includes a substantially cylindrical hub 31. The hub 31 is formed at its upper end close with a through hole 31b. The rotation member 3 also comprises a cylindrical sleeve 32 which is shrinkage fitted into the inner peripheral surface of the hub 31. The rotation member 3 also includes a damper 33a and a plurality of (four in the drawing) spacers 33. Upper and lower end surfaces of the sleeve 32 are sandwiched between the upper and lower thrust plates 24 and 25 through micro-gaps (thrust gap, hereinafter) 32a and 32c such that the upper and lower end surface are opposed to the upper and lower thrust plates 24 and 25, respectively. An inner peripheral surface of the sleeve 32 is opposed to an outer peripheral surface of the outer shaft 23 through a micro-gap (radial gap, hereinafter) 32b. An inner peripheral surface of the hub 31 exposed from upper end lower portions of the sleeve 32 surrounds the upper and lower thrust plates 24 and 25 and the boss 21a. The hub 31 includes a flange 31a on its outer peripheral surface to its lower ~~endvicinity~~ end vicinity. An outer peripheral surface of the hub 31 lower than the flange 31a holds the magnet 5. A portion of the hub 31 higher than the flange 31a has uniform outer diameter. An upper end of the inner shaft 22 passes through the through hole ~~31band~~ 31b and is exposed outside of the hub 31. The magnet 5 is opposed to the stator 4. The spacers 33 protrude from the flange 31a of the hub 31 toward the higher outer peripheral surface to determine the distance between the magnetic disks 6 in the axial

direction. The damper 33a is fixing means for fixing the plurality (four in the drawing) ~~ofmagnetic~~ of magnetic disks 6 and the spacers 33 to the hub 31.

[0039] The lower surface of the upper thrust plate 24 and the upper surface of the lower thrust plate 25 are formed with a large number of grooves 24a and 25a which are curved from inside toward outside in a form of an arc. The grooves 24a and 25a have depth of some pm and arranged at equal distances from one another in the radial direction. When the rotation member 3 rotates, the grooves 24a and 25a generate the pumping effect which inwardly sends air existing in the thrust gap 32a. With this, the dynamic pressure of the thrust gaps 32a and 32c is generated, and the non-contact state between ~~thestationary~~ the stationary member 2 and the rotation member 3 in the axial direction is maintained. An upper half and a lower half of the outer peripheral surface of the outer shaft 23 are formed with a large number of L-shaped grooves 23a and 23b having depth of some μm. The grooves 23a and 23b are arranged at equal distances from one another in the radial direction. The grooves 23a and 23b generate the pumping effect for sending air existing in the radial gap 32b toward the folded-back point of each groove when the rotation member 3 rotates. With this, the dynamic pressure of the radial gap 32b is generated, and the non-contact state between the stationary member 2 and the rotation member 3 in the radial direction is maintained. As described above, the portions constituting the thrust gaps 32a and 32c and the radial gap 32b function as the dynamic pressure gas bearing.